

# Hongkong Daily Press.

ESTABLISHED 1857

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ESTABLISHED A.D. 1841.

[31]

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## MARRIAGE.

On the 2nd September, at St. John's Cathedral, by the Rev. F. T. Johnson, John Jackson, son of Sidney Jackson, of Longfield, Carmichaelcross, Co. Monaghan, to Elsie, daughter of Dr. George Wall, Dunwich, Brisbane.

[2372]

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, 3rd September, 1902.

We learn that notwithstanding that all the preliminaries as to the scope and composition of the Conservancy Board for Shanghai were discussed prior to the signing of the Protocol of 1901, and that it was presumed that everything was definitely arranged, there have been considerable difficulties in bringing about the conclusion of the whole. More than one cause is, we believe, responsible for the delay, which, although mainly, is not entirely due to the obstruction of the Chinese Government. As usually happens in such cases the chief objectors are not to be found in the ranks of the greater Powers, nominally at least, but are supposed to be found amongst one or two of the nations whose commercial interests in the trade of the port are by comparison small. It cannot be said that this is by any means satisfactory, but under the present system of international intercourse, where each individual, whatever its ability or position, claims an equal voice, it is difficult to see how these recurring deadlocks are to be avoided or parried. All these things are the more regrettable inasmuch as they give the Chinese Government, always on the look-out to take advantage of any apparent rift in the harmony of the other Powers, just the opportunity it desires to give effect to its favourite reactionary policy.

The main objection put forward by the Government at Peking, and, we are sorry to say, acquiesced in or even actually supported by the whole force of the Imperial Maritime Customs, is not indeed actually

instigated by the Inspector General, is that the entire control of a work essentially local should be carried out with local funds by a body locally elected. We need hardly point out that the result of such a system of centralisation as has hitherto prevailed, in China as elsewhere, has been total and absolute failure. Neither China, as an Empire, nor the Maritime Customs, as a strongly centralised body, is perhaps individually or collectively to blame; but the fact remains, and only confirms what has been remarked everywhere else. It is instructive to turn to England and notice the different methods which have there hitherto prevailed of meeting the difficulties connected with keeping open or improving the numerous harbours along the coast. The rule prevailing is that the authority immediately, or most immediately concerned, has full powers in everything touching the harbour and approaches; that is to say that where the chief use is for Imperial purposes the Government takes control, and where for ordinary trading purposes local boards of varying composition and powers are entrusted with the entire management. Of course harbours whose use is for war purposes, as Portsmouth and the Medway, are entirely cared for by the Government, but there are others whose main use is for the despatch of mails and passengers, as for instance Holyhead and Dover, where the Government takes also absolute control. On the other hand, strictly mercantile ports, as for instance Liverpool, Glasgow, or the Tyne, have private bodies locally elected who take supreme control. The most marked instance of this the Liverpool Dock and Harbour Trust, a practically self-elected corporation, which takes command almost without appeal of everything connected with the entrance to the Mersey. The good effect of the enormous powers exercised by the board is that from being little more than an ordinary fishing-port, the port of Liverpool has grown to be the largest and almost most important in the Empire. Glasgow has little less authority than Liverpool, and the powers conferred on each go from there, in a diminishing scale. Between the ports by this means is kept up a wholesome rivalry, so that the highest efficiency of each is automatically secured. With a Government control none of this rivalry can be expected: the interests of the Government, or of the particular service for which the harbour is kept up, are, of course, attended to, but there is comparatively little attention paid to the interests of mere private trade.

Such has been the experience of England hitherto. One partial exception occurred in the port of London, the port which has hitherto enjoyed the most valuable trade of the Empire, if not of the world. It might have been anticipated that as the most ancient, as well as being the Metropolitan port where the King had always his headquarters, the port of London would have been mainly if not entirely cared for by the Government. On the other hand London has always been the centre of civic freedom, and between these two opposing principles the affairs of the port proper came to fall into a curiously enlarged-mess of public and private interests; the result of which has been that there practically existed no controlling influence whatever, and London got on as best it could—which practically meant that it did not get on at all. Some years ago under the authority of Parliament, and in order to get rid of this state of stagnation, a body deputed the Thames Conservancy was constituted, and it was hoped that this neglect would be remedied. The result was instructive. The Parliament that constituted the board was too timid to grant full powers over the many private interests that claimed a part in the general trade of the port, and the powers of the Conservancy in raising revenue were likewise limited. As soon as it began to show any signs of activity, and approached the private wharfers and other bodies having any say in the river, all without exception refused to move unless bought out at prohibitory rates, and the Conservancy, hampered in its finances, was unable to look at. The Conservancy, thinking that in the then temper of Parliament any application for further powers would meet with a refusal, did what the Chinese Government would have itself done—nothing. Meanwhile other ports were improving their position, and Hamburg and the other continental centres took advantage to press on their Governments the opportunities offered by the nonchalance of the Thames authorities for pushing their own trade. Belgium and Holland, too, began to see their way to the expenditure of large sums of money profitably, while London went dreamily about her own affairs; with the natural consequence that at last the metropolis commenced to see her supremacy rapidly leaving her. Ships were growing bigger and bigger, and the river instead of improving was gradually deteriorating—the Thames in fact was becoming a second Whangpoo. Such was the position two years

ago, when yielding to outside clamour, the Government felt itself compelled to appoint a Royal Commission to take into consideration the whole subject. That Commission has just made its report, and it is curious to observe that it has joined in a recommendation to do practically the same as the protocol arranged should be done in the case of the Whangpoo. That is to place the entire harbour and its approaches in the hands of a local Board of Conservancy, locally appointed or elected, and with powers to raise local revenue. Nor has the similarity ended there. The appointments to the Board are to be made in an almost identical manner, that is to say by the great Municipalities, and by persons selected by those immediately interested in the trade of the place. There is, however, one curious but instructive difference; while the Shanghai regulations provide for the Government at Peking being largely represented, those propounded by the Royal Commission in London propose that out of forty members only two shall be appointed by the Government. It would be impossible to give a more complete rebuff to the arguments put forward by the Chinese Government than is afforded by the Report of the Commission. As we have, however, already exceeded all reasonable length, we propose to revert to this interesting document more fully in a subsequent issue.

One more fatal plague case was reported up to noon yesterday, a Chinese body being found in Yee Wo Street.

The German gunboat *Schwalbe* left for home on Monday and H.M.S. *Amphitrite* arrived from Weihaiwei yesterday.

The half-mile race on the Happy Valley race-course on Monday between *Black Tulip* and *Esau*, owners up, ended in an easy victory for the former.

The native silk-merchants of Shanghai have repeatedly received telegraphic messages from their agents in Szechuen, advising them not to send any more silk to that province until the disorders are over.

We are informed by the Joint Telegraph Companies that cable communication between Shanghai and Tientsin and between Shanghai and Chiofoo is interrupted. Telegrams are being forwarded by Chinese land-lines from Shanghai, which are reported to be working fairly well.

According to a Peking despatch to Shanghai, Grand Councillor Chu Hung-Chi and Vice-President Hu Yu-fen went together to see the Russian Minister on the 19th ult. asking when Russia would hand back the Chinese Railways outside the Great Wall of China. In reply, M. Lessar said that he was not in a position to fix a date for the purpose, as mounted brigandage was still rampant in the vicinity of the branch lines of the Railway.

As an example of the methods of Bangkok the recent experience of a gentleman in the Oriental Hotel there is interesting. He was awakened one evening by hearing a continual rapping against his window, something like the steady note of the bull-frog. When he went to see what the matter was he discovered that a thief was endeavouring to gain admittance to his room. The sudden illumination of the apartment and the look of readiness on the part of the occupant to tackle any number of midnight arrivals settled the question for that evening at any rate.

Last night in the Queen's Hotel, the guest and assistant naval engine-room artificers on this station sat down to dinner, the occasion being a combined welcome and farewell to incoming and home-going comrades. Covers were laid for forty, and the respective positions at table of those present were indicated by two floral wreaths bearing the words, "Homeward bound" and "Welcome." The dinner was a most successful one, no small credit for which is due to Mr. R. F. Daly, the new manager of the Queen's Hotel, who exerted himself to make the occasion a thoroughly enjoyable one. A concert which followed the dinner brought to a close an exceedingly pleasant evening.

In a small way Siam might rank as a land of "wild cat" mining ventures, writes the *Bangkok Times*. If her experience has not been extensive, so far as foreign mining companies are concerned, it has been unfortunate. The real mines of the country, as shown by actually realised results, are the tin mines of the Peninsula, exclusively Chinese. Great things are, it is true, expected of Mr. Duff's gold concession in Kelantan, but of course the work is still in its preliminary stages. Another foreign mining venture, however, is now announced, and there is very good reason for believing that it will do valuable service in exploiting the mineral wealth of the country. Mr. W. J. Taylor, an American citizen, has obtained from the Siam Government a tin mining concession in the Bangpaphan district. This concession has not been obtained to sell to a company as a speculation; it has been obtained for a syndicate of ten men, Mr. Taylor being one of them, who are going to work the property themselves. They believe they have got a good thing, they possess capital to work it, and it is the production of marketable tin they are going for. The concession is for a tract of 300 rai—the largest area granted under the Siam mining laws—lying 15 miles from Bangpaphan in a north-west direction, but only about eight miles from the coast in a straight line.

The fatal shooting of Hermann, the Swede, at Apit in the Philippines by a policeman there is now reported to have been due to the fact that Hermann while drunk tried to ride down the municipal secretary, Senor Sireano Santos, whom he also shot with a revolver causing death. The constable fired in self-defence, shooting Hermann through the head.

Particulars of the death of Colonel Hicks, agent of Harroton's Circus, at Sourabaya, given in the local *Convent*, show that medical opinion is not certain that he died of cholera. Cholera was raging there, and he was sorely afraid of catching it. On the evening before his death he intended to dose himself with brandy by way of precaution, and actually took chlorodyne with his whisky soda.

The death is recorded in the San Francisco papers of a man supposed to be 131 years old. His name was Anpi Maru Mori, more familiarly "Old Wappy," and he claimed that he was born in Calcutta, was the son of some prince or dignitary there, had run away from home when a boy, was captured somewhere in the South Sea Islands and taken on board a pirate ship, from which he was finally able to escape at Manila. From there he went to San Francisco.

The servant question has long vexed the New York clubs. The native-born American is too independent to make a good servant, and the negro, though respectful enough, has no intuition, and is usually more or less clumsy. Some of the clubs regularly recruit in England, but this does not always turn out successfully, for after he has been a few months in the country "James" not infrequently imbibes democratic notions. Lately the Eldon Club has been making an experiment with Japanese and are delighted with the result up to the present. The Japanese are respectful and attentive without being servile, are wonderfully alert, and have that intuition which is the essence of perfect attendance.

"How long may it be since we had a really musical Prime Minister?" This question is asked by Mr. Algernon Ashton in a letter to the *Manchester Guardian*, in which he says that Mr. A. J. Balfour is not only an enthusiastic lover of high-class music but is also himself a very proficient pianist, and "appears to be the first thoroughly musical Premier we have ever had, or at least for a very long time." Lord Salisbury and Lord Rosebery are both said to be musical but, says Mr. Ashton, "the late W. E. Gladstone, on the other hand, liked music to a certain extent, though an intimate friend of his once told me that the great statesman hardly knew one note from another. It may possibly be that Lord Beaconsfield, Lord Russell, Lord Palmerston, Lord Derby, and Sir Robert Peel were somewhat more musical than Mr. Gladstone, but if such was the case the world did not know it."

As an illustration of the bearing of language on political development, Sir Harry Johnston gives voice to a pregnant idea, in his *Uganda Protectorate*. The Bantus furnish his object-lesson. In the area between the Cameroons, Zanzibar, Darmanland and Cape Colony are some forty or fifty million black people who speak languages belonging to the Bantu group. Herein he sees political danger, and he points to the missionary as the man to save us. "Unless before then English, French, and Portuguese languages have got such a firm hold on the Bantu populations in the English, German, French, Belgian, and Portuguese spheres of influence, the generalised type of Bantu language which will grow up amongst the 40,000,000 of Bantu negroes may lead to a community of thought and belief and to a political league against the white man." Missionaries—English, French, and German—are still loth to teach the people among whom they dwell a European language. This reluctance on their part is undoubtedly based on a dread that by initiating the people into a means of communication with the European world they will emancipate them too quickly from pastoral control. But, as Sir Harry Johnston sagaciously notes, all the time that this step is delayed, the Bantu, impelled by the inevitable course of things, will, if he cannot associate himself rapidly with European interests, "begin to think and talk of a Bantu nationality."

## FIRES.

In addition to the fire which destroyed a match at Yau-mai on Monday night, two more outbreaks, neither of them serious, took place. By the first a large matchbox erected at Aberdeen for entertainment purposes was burnt to the ground, and the second resulted in the partial destruction of a goods shed on the premises of the North German Lloyd Company at 4, Praya West, Kennedytown. The damage was slight.

## COLLAPSE OF HOUSES.

Two houses collapsed at Yau-mai yesterday morning, Nos. 20 and 23, Battery Path. Fortunately the occupants received timely warning in the shape of the cracking of timbers, and cleared out, so that the houses at the time of the accident were tenantless. The collapses are attributed to the rotten condition of the roof timbers, which were antedated, in some cases so badly as to leave the joists almost quite hollow.

## LATEST STEAMER MOVEMENTS.

The N.P. steamer *Glenogle* left Yokohama for this port yesterday.  
The Boston steamer *Platades* arrived at Mura on the 1st inst.  
The J.P.B. steamer *Empress of India* arrived at Nagasaki at 8.30 p.m. on the 1st inst., and left again at noon on the 2nd for Kobe, where she is due to arrive at 9 p.m. to-day.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAE EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 2nd September, 10.45 a.m.

## THE U.S. AND CHINA TRADE.

A corporation has been organised in California, with a capital of \$1,000,000 gold, to promote trade with China in consequence of the conclusion of the Tariff Treaty. It is also reported that arrangements are proceeding to induce China to buy American cotton through the New York exchange instead of through Liverpool.

## AMERICAN BANKS FOR CHINA.

American capitalists are planning to establish banks in the business centres of China.

## GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 2nd September, 10.45 a.m.

## THE S.S. "TROCAS" FLOATED.

The Shell Line tank steamer *Trocas*, which went ashore at Perim, has been floated.

## THE DROUGHT AT SINGAPORE.

[FROM OUR CORRESPONDENT.]

SINGAPORE, 2nd September, 1.30 p.m.

## GRAVE SITUATION—A PROPOSED REMEDY.

The severe drought here continues. The situation is serious, as only one week's supply is left. The supply to the town is now limited to two hours per day. It is suggested that a trial should be given to the firing of big guns in the air as a means of bringing rain.

## REUTERS'S SERVICE.

LONDON, 31st August.

## WAE EXPENDITURE.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that an appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due, would always be necessary.

## THE ABOLITION OF LEKIN.

An Imperial Edict has been issued, abolishing *lekis* stations in China. It declares that, during the period of negotiation for new commercial treaties with foreign states, an understanding has been arrived at for an increase in the import and export duties.

LONDON, 31st August.

## THE U.S. AND CHINA.

Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

## THE ANGLO-CHINESE TREATY—A HITCH.

Contrary to expectation, the Anglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the Imperial Edict on the question of the surtax. He has cancelled his passage to England, which he had already booked by the next *Express* steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

## ENTERTAINMENT IN CITY HALL.

The Brothers Francis, la's of the Barnes Company, have now almost completed the arrangements for their entertainment, which is to be held under distinguished patronage on Saturday, the 13th inst., in the City Hall. Already the assistance of some of the best-known local talent has been secured. Mr. and Mrs. R. H. Stephenson have kindly consented to appear in a sketch called *The Colonel* in addition to which Mrs. Stephenson will give vocal selections. Among others who have placed their services at the disposal of the beneficiaries are Messrs. W. Cullen and Gus Gregory and Pts. Burgess, A.O.C., besides artists from the U.S.S. *Monadnock* and the British war-vessels. The Brothers Francis will appear in several musical specialties and Mr. Don Francis will act as pianist. It is satisfactory to learn that the tickets are going well, and no doubt there will be a bumper house, especially in view of the fact that it is a long time since we have had an entertainment of this kind in the Colony. The box plan is open at the Robinson Piano Co.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-day, at 3 p.m.

## BUSINESS.

1. Financial Minutes. (Nos. 39 to 50)
2. Report of the Finance Committee. (No. 11.)
3. Question.—With reference to the recent collapses of newly erected houses in both Hongkong and Kowloon, and consequent deplorable loss of life, what steps have the Government taken to fix the responsibility? Will the Government take steps to license contractors under bond or otherwise? Will the Government state what the regulations are as to public enquiries being held into accidents such as these? Will the Government take a return showing the number of houses which have collapsed this year with fatal results and giving the owners' names, the architects' names, the contractors' names, and date of erection?

4. Question.—Will the Honorable Colonial Secretary inform the Council—(1.) Whether the attention of the Government has been drawn to the account of the hearing of an appeal case before the Police Magistrate on 5th instant; and (2.) Whether the Government proposes to take any action with reference to certain allegations in the evidence given in the said case, which bear upon the question of the integrity of a public servant?

5. Question.—Can the Police not take measures to prevent chair-coolies from deserting their chairs when most required on occasions such as the Coronation night, for instance? Are the chair-coolies allowed to leave their chairs lying unoccupied on the public street? If not, can the Police not take the number of chairs so deserted and have the coolies belonging to such chairs punished by fine or the license forfeited for forfeiture of his license? If the Police have no power to do this, will the Government not bring in an Ordinance giving the Police such power? In view of the present great scarcity of chairs, will the Government not license a further large number of chairs either direct or through a contractor and continue to do so until the supply fully equals the demand? Can the Government not appoint stands for chairs and rickshaws and instruct the Police to prevent the coolies from leaving the stands without sufficient reason? If not, will the Government turn out all the chairs and rickshaws to a contractor who could deposit a sum of money as a guarantee for the good behaviour of the coolies?

## ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for the nationalisation of Leung Ngan Pan, alias Leung Yee Ching.

J. P. JOHNSON,

Attorney General of Councils.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

## POLICE COURT.

Tuesday, 2nd Sept. inst.

Before Mr. F. A. HAYWARD (Police

Magistrate).

## THE REWARD OF VANTY.

Wong Tak, a coolie with an eye, to personal aggrandisement, stole a nice silk jacket from a Chinese seamstress living in Sze-tai Street, and was sent to prison for seven days, with hard labour. He had a *speculo* conviction.

Before Mr. J. H. KEMP (Acting

Police Magistrate).

## OTHER THIEVES.

Yau Piu, another coolie with predatory proclivities, stole from a countryman money and clothing to the amount of \$30, and was sentenced to three months' hard labour.

For stealing \$10 worth of clothing from a Chinese widow residing at 116, Wanchai Road, Sze To Yut, also a coolie, received a sentence of two months' hard labour.

## DRUNK AND DISORDERLY.

William Moloney, a Scotch engineer out of employment, was charged with being drunk and disorderly in the public street and refusing to pay his legal expenses. He pleaded not guilty.

A Chinese constable, described as low, the defendant assaulted the witness, who when he asked for his name and rank, that when he interfered in his official capacity, the defendant turned round and struck him on the chest. With the assistance of another constable he was conveyed to the station.

## THE SHAKUWAN OUTRAGE.

The coolie who was murdered by a party of some other coolies on the Shaukiwan Road on Sunday night was the very low state yesterday, but conscious. He is now expected to recover. On Monday he identified three of his assassins, who have already been brought up at the Police Court and remanded on a charge of cutting and wounding with intent to do grievous bodily harm—a charge that is likely to be altered to the capital one.

## LATEST ARRIVAL IN HONGKONG—

## THE SMITH PREMIER

## TYPEWRITER.

M. LEBERT, Representative of BRILLANT & GATMOORE, exclusive Oriental Dealers for above Machine, will be at the Hongkong Hotel for one week with stock, and will be pleased to call on prospective purchasers to demonstrate the superiority of the latest Smith Premier over all other Machines.

Will be at Hotel between 12 and 2 p.m.

Don't buy a Typewriter until you have seen

the latest model SMITH PREMIER.

12834



## HONGKONG OBSERVATORY AND STORM-WARNINGS.

(Continued.)

Hongkong General Chamber of Commerce, 23rd August, 1902.

Sir, I beg to acknowledge receipt of your letter of the 31st ultimo referring to this Chamber's letter of the 4th idem, and transmitting copy of memorandum and enclosure from Mr. Figg, the Acting Director of the Hongkong Observatory.

2. If the Chamber has in any way been misled with reference to the facts in the case of the steamer *Laiwan* and *De Wille*, the Committee desire to express their regret, but while accepting the statement of Mr. Figg in this regard, I am to point out that the letter in the *Daily Press* referred to was accepted by this Chamber as the expression of what had frequently been brought to its notice from various quarters of the dissatisfaction, rightly or wrongly entertained by mariners frequenting this port, with the storm warnings issued by the Hongkong Observatory.

3. Mr. Figg points to the fact that in 1897 this Chamber suggested and secured a return to the system of meteorological signals in use from January, 1884, to December, 1896, as a proof that they were satisfied with that system, whereas, as a matter of fact, they simply advocated a return to that system as being simpler and more readily understood by the boating population than that in use at the time. While thankfully acknowledging that this system has been of much service, the Chamber never meant, as Mr. Figg seems to imply, that it was not susceptible of improvement and it was with the object of composing some measure of further improvement that the more recent representations of the Committee were mainly directed. This Chamber has now for many years, commencing in 1898, endeavored to secure improvement in the system of storm warnings, the meteorological communications with other ports and the rapid dissemination of weather forecasts.

4. The Committee hail with much satisfaction the statement in paragraph 4 of your despatch, that the effect of the existing system is that the system of weather information is capable of improvement and has given directions by which it is hoped that the China coast Meteorological Register issued by the Hongkong Observatory may be more quickly and widely distributed, and recognizes the value of the change proposed, a step in the right direction which cannot fail to prove of material benefit to shipping.

5. They would, however, at the same time again express their regret that the Government that even by the prompt issue of expresses there are occasions when such intelligence is too tardily distributed, too late to be of service to the maritime population, whereas, by a code of flag signals, departing vessels might be warned in time instead of being allowed to sail into dangers. Not only are the expresses not sufficiently widely distributed, but the mere delay in printing and circulation is often sufficient to admit of ships leaving when they should continue in shelter.

6. The remarks of Mr. Figg on a flag signal code, to the effect that unless a very extensive and therefore impracticable code were adopted it could not give the information in a definite form, are noted, but it is within the knowledge of the Committee that such a code has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port. The Committee further venture to think that the Government will, on examination of the accompanying copy of this code, together with the forms of bulletins issued by the Shanghai Observatory, admit that the system adopted at that port of making general the various weather reports in advance of that in force here, and which the Chamber is justifiably anxious to see improved.

The adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present drum, cone, and ball signals shown by H.M.S. *Tamar* for the benefit of native shipping and craft.

Certain improvements in the Siciwei code are now being effected and are expected to be published by the middle of September and to come into force on 1st November next. The effect of these will be that without making any material change in the present institution, the precise particulars can be given about storms. It may be worth mentioning that the code has been generally adopted by the German, Russian, and Chinese Governments along the coast of China.

7. With regard to paragraphs 4 and 5 of your letter, the Committee respectfully submit that they never suggested that the Hongkong Observatory should be made responsible for the storm warnings of other institutions, but they cannot help feeling that the observations made at Siciwei must surely furnish more accurate data than can be supplied by a possibly untrained though doubtless intelligent observer at any of the coast stations, such as Gutsai. Moreover, it seems to the Committee lamentable that there should be a want of reciprocity between the Hongkong and other observatories, and they find it difficult to resist the conclusion that the absence of sympathetic and friendly relations with such an institution as the Siciwei Observatory is calculated to limit the usefulness of both institutions.

8. In conclusion, my Committee wish to disclaim any wish to either suggest impracticable schemes or any desire to hamper the Director of the Observatory in making his forecasts; they are simply animated by the wish to secure the earliest and widest possible dissemination of warnings of the approach of storms, to the end that the disaster which may be averted when possible. I have the honour to be, Sir, Your most obedient servant,

A. E. LOWE, Secretary.

HON. COLONIAL SECRETARY.

Hongkong General Chamber of Commerce, 18th August, 1902.

Sir, I am directed to acknowledge receipt of your letter of 31st ultimo, enclosing report of the Acting Director of the Kowloon Observatory, on the subject of storm warnings issued in this Colony, and to state that the matter is now engaging the attention of the Committee of this Chamber, who will address you again on this matter shortly.

A letter, dated Swatow, 4th instant, from the masters of the steamers *Haiching* and *Decima*, and supported by the masters of six other steamers, complaining of the inadequacy of the storm warnings issued in Hongkong, has been received by this Chamber.

The Committee are unable, of course, to vouch for the accuracy of the statements made in this letter, but as the letter bears on the subject of the representations made in this Chamber's letter to you of 4th ultimo, and comes from practical men, my Committee deem it of sufficient importance to forward same on to you at once.

I accordingly, have the honour to hand you a copy herewith, and my Committee wish to express the hope that you will cause the matter of the complaint made by the signatories to be

carefully investigated. I have the honour to be, Sir, Your most obedient servant,

A. E. LOWE, Secretary.

HON. COLONIAL SECRETARY.

Swatow, 4th August, 1902.

Sir, We, the undersigned, who have passed through the recent typhoon between Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the port of Hongkong. Relying on the weather forecast, and the absence of storm warnings we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after midnight.

We, and I believe the great majority of shipmasters, think the shipping should have adequate notice of weather changes. The present system of forecasts is little better than a snare and a delusion. We are, Sir, yours faithfully,

HANS-SCHLAER, Master, Ger. str. *Decima*.A. C. HODGINS, Master, Brit. str. *Haiching*.

Supported by

G. PARKINSON, Master, Brit. str. *Laertes*.SPENCER WILDE, Master, Brit. str. *Haiching*.W. PALMER, Master, Brit. str. *Blanca*.J. DEWUK, Master, Brit. str. *Tungchow*.F. HOPKINS, Master, Brit. str. *Chunghing*.C. GOSWITCH, Master, Ger. str. *Daymar*.

The SECRETARY, Chamber of Commerce, Hongkong.

Colonial Secretary's Office, 26th August, 1902.

Sir, I am directed to acknowledge the receipt of your letter of the 18th inst., in which you enclosed copy of a letter, dated Swatow the 4th instant, from the masters of the s.s. *Haiching* and s.s. *Decima* and supported by the signatures of the masters of six other steamers, complaining of the inadequacy of the storm warnings in Hongkong, stating that the writers (apparently the masters of the s.s. *Haiching* and *Decima*), "relying on the weather forecast, and the absence of storm warnings, left Hongkong for Swatow at 7 p.m. on Friday, the 1st of August, and met the typhoon soon after midnight."

2. In reply I am to transmit to you the accompanying copy of a report from the Acting Director of the Observatory, with its enclosures, comprising copies of the remarks attached to the usual China Coast Meteorological Register issued by Mr. Figg on the 31st ultimo, and let me say that the report contains a special typhoon warning issued on the same dates before noon, and of a letter from one of the writers of the letter enclosed in your letter under acknowledgment.

3. These documents prove conclusively that the captains of the s.s. *Haiching* and *Decima* left this port on the evening of the 1st instant in spite of weather forecasts published not only in the ordinary way but in the form of typhoon warnings, which were more than ample to warn them of the risk they ran.

4. I am to request that, in justice to the Acting Director of the Observatory and to this Government you will give to this letter and its enclosures the same publicity that you have already given to the letter of the masters of the steamships *Haiching* and *Decima*. I have the honour to be, Sir, Your obedient servant,

B. H. MAY, Colonial Secretary.

The SECRETARY, Chamber of Commerce.

COPY OF THE REPORT BY THE ACTING DIRECTOR OF THE OBSERVATORY.

HON. COLONIAL SECRETARY.—With reference to the letter of the Chamber of Commerce dated the 18th instant and its enclosure, I attach the storm warnings issued prior to the departure of the steamships *Decima* and *Haiching*.

As the masters of these vessels admit receiving this information on the night of 1st and 2nd August (see C.M.R. attached) it would appear that they left this port on 1st August for Swatow with full knowledge that a typhoon existed to the eastward and that it was likely to approach the southern entrance of the Formosa Channel about 18 hours after their departure.

The accompanying letter from the captain of the *Haiching* throws some light on his own action and on that of the captain of the *Decima*. It would appear that the latter vessel was hoisted off Cheung Point about midnight of the 1st and then quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, say at 3.00 p.m. on the 2nd.

The log of the *Haiching*, whose captain appears to me to have acted in a more seaman-like manner, shows that he put back to Siciwei for shelter, that he experienced no more than a few heavy showers until 10 a.m. on the 2nd, and that the centre did not reach the neighbourhood of his ship until 7.30 p.m. the same evening.

I give these facts in contravention of the statement in the letter that the typhoon was met by them at midnight on August 1st.

The fact is simply that both ships left this port in spite of the forecasts issued and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they ran must have been well known to their respective captains.

F. G. FIOG.

22nd August, 1902.

EXTRACTS FROM CHINA COAST METEOROLOGICAL REGISTER.

On the 31st at 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the eastward of Luzon. The barometer has risen over the S. coast of China, falling in N.E. Japan, the northern depression having approached the northern islands. Moderate S.E. and E. winds on the China coast. Forecast—E. or variable winds, light; fair.

F. G. FIOG, Acting Director.

Hongkong Observatory, Thursday, 31st July, 1902.

On the 1st at 11.50 a.m. The typhoon is probably situated to the east of the Hailiang Channel. It appears to be moving towards north-west. Wind probably freshening from north-east in the Formosa Channel. Barometer falling in S. China, rising over the Southern Philippines. Pressure still low over the N. part of the Sea of Japan. Reports from N. China and Formosa not yet received. Forecast—N. winds, moderate; fair.

F. G. FIOG, Acting Director.

Hongkong Observatory, Friday, 1st August, 1902.

EXPRESS—TYPHOON WARNING. On the 1st at 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the eastward of Luzon.

F. G. FIOG.

31st July, 1902.

EXPRESS—TYPHOON WARNING. Hongkong Observatory, 1st August, 11.50 a.m. The typhoon is probably situated to the east of the Hailiang Channel. It appears to be moving towards north-west. Wind probably freshening from north-east in the Formosa Channel.

F. G. FIOG.

FROM CAPTAIN A. C. HODGINS, S.S. "HAICHING," TO THE DIRECTOR, HONGKONG METEOROLOGICAL STATION.

Swatow, 5th August, 1902.

DEAR SIR, In sending my log of the recent typhoon I would feel obliged if you would let me know if the conditions were not abnormal. The extraordinary display of blinding lightning over a bank of heavy clouds to the E. S. E. all night. The absence of swell from the centre. The N. W. wind in the advancing semi-circle.

Was the captain of the *Decima* wrong in leaving the off Cheung Point? How could he get the forecast wrong? Did this typhoon recur to the W.S.W.?

I must own I would think myself safe with the wind from N.W. and that to leave to or run back was the proper thing to do, but although I ran to the W.N.W. 50 min. and then anchored in Fan-lo-Kong, I had the full force of the typhoon. I would feel very much obliged if you would enlighten me and a number of my confidants. Thanking you in anticipation, Yours, &c.

A. C. HODGINS.

SIAM AFTER THE NORTHERN TROUBLE.

The Bangkok Times says.—Politically the Siam rising has proved to be a small affair. The Munong Long miners depended more on decency than on mining for a living, and the administration of the district must have been very slack before they came to think they had a vested interest in carrying on both trades there. But though these people got no support from the general body of the people in the North, their getting out of hand not only produced a big scare, but has served to thoroughly disorganize the season's work in the teak trade, and there seems no certainty when it will be possible for work to be resumed. The affair, however, should serve one good purpose. The whole of what has happened has supplied—and we think the fact is recognised—a powerful argument in favour of a forward railway policy. It is not merely that had the railway to the North been completed the enormous difficulties of transporting the troops and their impediments, would have been small proportions; a more important fact is that easy communication reduces to such an extent the difficulty of effectively controlling the administration in distant parts of the country. In the old days the outlying Monthons largely controlled themselves, and even in the case of such a rising as that of the Shan miners, haste would not have been essential. Bangkok would simply have asserted itself in due course.

To-day Siam is one in a way it did not used to be, and the central government is responsible for the whole administration. All officials cannot be expected to be ideal administrators; effective control is necessary, and for that the country needs to be more closely bound together by railways. The present railway programme is, no doubt, a very considerable undertaking when everything is paid for out of current revenue. But for work of that kind a loan is more than justified. The line to the North is one that should be pushed on with considerably faster than the present programme allows of.

## RUSSIA AND COREA.

The St. Petersburg *Novoe Vremya* in its article towards the end of July on Russia and Corea says that Russia's loss of prestige in the latter country has been due to the increase of that of Great Britain and of Japan, who have in all respects been making rapid and continuous progress in that direction. The *Novoe Vremya*, in support of its statement, furnishes circumstantial explanations drawn from a series of recent occurrences. It attributes the present state of affairs, which it describes as deplorable, first and chiefly to the successive concessions which the Russian Government has been impudently enough to make at various times to the Korean and Japanese Governments as well in political and strategic questions as in financial matters.

The journal goes on to urge the Russian Government to endeavour now at least to regain lost time and to make good its mistakes by enhancing its prestige and by strengthening its authority in Corea, since nothing more dangerous than a loss of energy and firmness. With regard to the measures to be taken, the *Novoe Vremya* particularly recommends the opening of a Russian bank at Chemulpo, the establishment of Russian Consulates in all the Korean ports, and an increased service with these ports of the steamers of the Manchurian Railway. The establishment of Russian Consulates in Corea and of a branch of the Russo-Chinese Bank would enable Russia, the *Novoe Vremya* contends, to come to the help of an element which would in the end completely oust the Japanese from the field of commerce and industry, that is to say, the Chinese; whose activity in Corea is at present paralysed by the Japanese banks and steamship companies. Another useful way of maintaining Russian prestige in Corea would be to send Russian warships for frequent cruises along the Korean coast.

One of the most striking passages in the article is where the *Novoe Vremya* observes that the principal danger for Russia consists in the eventuality of Great Britain and Japan establishing a naval and military station in the south of Corea, thus cutting off Vladivostok from Port Arthur. In order to counteract this danger Russia purchased a certain amount of land at Masampo, but she subsequently signed the agreement of 1900 by which she gave up the intention of establishing a naval station at that port, Corea on her part binding herself neither to cede nor sell to any foreign Power any land round Masampo or on the island of Kargodo for the purpose of establishing naval stations. Corea, however, reserved to herself the right of leasing land there to foreign Powers for commercial purposes. Therefore, the journal goes on to say, if some English steamship company were to build docks or big factories in the south of Corea it would be very easy, at a given moment, to convert these places into a British naval station.

SOCIETY PUBLISHED BY THE MACMILLAN & CO. LTD. THE WATERLOO PRESS, 25, Abchurch Lane, LONDON, E.C. 4. THE PLYMOUTH PRESS, 20, Abchurch Lane, LONDON, E.C. 4. THE PLYMOUTH PRESS, 20, Abchurch Lane, LONDON, E.C. 4.

## THE CONTINENT AND THE COMMERCIAL TREATY.

Public opinion in Germany was slow to express itself upon the draft of the commercial treaty between England and China. The Berlin papers comments, for the most part, agree, in regarding the treaty as the inauguration of a new epoch in the commerce of Europe with China.

The *Vossische Zeitung* says:—"There is nothing to prevent Germany from acceding to the Anglo-Chinese agreement; it is, indeed, desirable that she should soon declare her accession to it, for the abolition of *lekin* and the increase of import duty presuppose an identical treatment of all peoples who take part in commerce with China. Germany has in any case no reason to adopt a different attitude from that of England in regard to *lekin*, for in commercial matters the interests of both Powers run on parallel lines. We may wait in suspense the decision of America. So far the Americans have always been strongly opposed to the abolition of *lekin*. The American exports to China, which consist principally of petroleum, tinning, and the so-called 'shootings,' go almost exclusively to the north and thence to Manchuria. In North China there are no *lekin* duties, and it is intelligible that America should not wish to pay higher import duties, as she cannot be compensated in the same manner as the other Powers."

The *Kreuz Zeitung*, in its weekly survey of foreign politics, says:—"If the system of *lekin* is to be discarded the result will be an essential opening up of China to European trade, for there is no doubt that corresponding treaties with the other Powers are in prospect. It is to the credit of Sir James Mackay, by a kind of Chinese Commissioner Sheng that they have found the formula which makes an understanding possible. The attitude of the Yangtze Viceroy has, of course, been consistent with the line taken by Sheng. It is impossible not to recognise that these enlightened Viceroys have deserved well of China. They are to be thanked for the localisation of the war, and, without doubt, it is in a large measure due to their counsels that the party of peace and reform lies away in Peking to-day."

The *National Zeitung* thinks that, although British policy at the moment fairly represents European trade interests in China, other Powers will have a word to say when questions of detail arise. The National Liberal organ in discussing Article 12 says:—"The English Government promises to relinquish its extrajurisdictional rights when the reform of the Chinese judicial system and the establishment of an effective administration shall warrant this step. This promise of British diplomacy is a cheap one, for a definite date for the submission of English subjects to Chinese jurisdiction is not fixed. The article, at any rate, points to a tendency apparent in other ways in the Anglo-Japanese Alliance, to endeavour to introduce into the Chinese Government a disposition friendly to this alliance, and to attract it towards the two allied island kingdoms."

In Paris the *Figaro* published an article on the 30th July on the Anglo-Chinese Treaty, which, it says, proves that the officials of the Celestial Empire possess a more thorough comprehension of present necessities and more foresight with respect to the future than has been generally thought. This treaty, the journal further remarks, constitutes an undeniable success for British diplomacy, to which Europe will owe the recognition of her traditional claims. "It is a honour," says the *Figaro*, "for Sir James Mackay to have succeeded where so many others had failed." The journal supports the two clauses referring to missions and to extrajurisdiction, in which it is unwilling to see any secret agreement. "It will be enough," it says, "to be on our guard. As for Article 8, France has no cause for uneasiness, England being more interested than any other nation in the satisfactory settlement of the question of the revision of the *lekin*."

It is while acknowledging that most of the clauses of the Anglo-Chinese Treaty will be advantageous to all the Powers, denounces the increase of the Customs duties as too dear a substitute for the *lekin*. It also suspects England, in holding out a prospect of the abolition of extrajurisdiction, of bidding for the gratitude of China and of arousing the latter against Russia. The ultimate result, it thinks, would be "Asia for the Asiatics," which would be a kind of treason towards European interests, or, at any rate, a very shortsighted policy. This, though a simple supposition, is considered plausible by the *Debate*, and would be tantamount to a kind of exclusive English guardianship, a new path in China's foreign relations, which time alone and her gradual evolution could justify.

## RAILWAYS IN EGYPT.

Most of the railways in Egypt have been built and are owned by the State, and in the *Railway Magazine* for August Mr. A. Vido gives some description of them. There is a very old of the old Cairo-to-Suez line, first opened in 1859, which shows how easily its conductors used to take matters. On one occasion the engine to the mail train was found short of water in the middle of a run. Consequently it was uncoupled and sent to the next water-tank to have the tender filled, while the train was left alone on the road for an hour or two. Irregularities like these are scarcely frequently occurred, which brought the line into discredit, and in 1889, one year before the opening of the Suez Canal, it was—at least temporarily—abandoned. The Alexandria line is now considered the crack line of Egypt. It is by far the most frequented line in the country as regards passenger as well as goods traffic, and the only one having a double track from end to end. There are no fewer than eight trains daily each way between Cairo and Alexandria, besides some local trains between country stations. Of these eight trains four are fast ones, doing the journey in three hours five minutes, giving an average running speed of forty-four miles an hour. The railway stations are small, the principal one at Alexandria—a place of 350,000 inhabitants—having but two platforms, one of which is very seldom used. The railway from Ismailia to Port Said is characterized by Mr. Vido as "a disgrace." The Suez Canal Company, to whom it belongs, officially call it "a steam tramway," which is a more appropriate name for it. The gauge of this toy railway—which was only built as recently as 1883—is but 75 centimetres (2ft. 5in.). The line has some thirty passenger coaches, and eight locomotives—miniature train engines, with 4-coupled wheels about 4ft. diameter, and a leading pair of wheels or bogie, and the train over the fifty miles from Ismailia to Port Said in about three hours, the lead being sixty to seventy tons and the road perfectly level. Engines, carriages, rails, &c., are all of French make. The Upper Egypt Railway from Cairo to Assuan, near the First Cataract, is 500 miles in length. There are two regular through trains each day between Cairo and Luxor (420 miles), the distance being covered in about sixteen hours. A night train does it in fourteen hours. During the winter

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Hongkong, 22nd July, 1902. [1909]

Fourteen years there is also a special "train de luxe," composed exclusively of dining and sleeping cars, leaving Cairo at 6.30 p.m. daily for Luxor. Cairo Station, though the largest in Egypt and a handsome, stately building from outside, has but three departure and one arrival platforms, spanned by one roof.

**THE SERVANT QUESTION.**

The Philippines seem to be suffering in much the same way as Hongkong does from the servant difficulty. Here as there the Chinese servant is as much the master of the situation as Mary Ann the housemaid or Mrs. Betsy the cook is mistress of an English domestic establishment, holding the household in the hollow of her hand. In considering the situation in the Philippines, the *Manila Times* declares for registration as a plan to put matters on a more equitable footing and it cites instance of other places in the East which have found relief from their discomforts in this fashion. But the *Times* is mistaken when it includes Hongkong among those that have so found salvation. Much as Hongkong would like it, and much as the community have expressed their desire for it, registration of servants is still unhappily unknown. The Commission recently appointed to enquire into and report upon the subject recommended registration of servants and coolies as a solution of the problem, but for some reason best known to itself the Government refused to sanction the proposal. And so the same unsatisfactory state of affairs prevails to-day as that which is found to be so galling by residents in the Philippines.

It is interesting to note that in Rangoon, the servant question having become such a burden, the Municipal Commissioners drafted a Bill on the subject and that it has lately become law. Appended are some of its clauses:—

(a) Rendering the registration of domestic servants compulsory, and prohibiting the employment as a domestic servant of any person who is not so registered. (b) Requiring employers and domestic servants to give such things as may be necessary or advisable for carrying out or rendering effective such registration. (c) Appointing and defining the officers for carrying out and rendering effective such registration. (d) Providing for the keeping, maintaining, inspection and production of registers and books in such manner and with such particulars as may be necessary or advisable for carrying out or rendering effective such registration. (e) Providing penalties not exceeding a fine of Rs. 250 and imprisonment either simple or rigorous for the breach of any of such rules, and (f) Generally for rendering such registration effective and complete. In such rules the words domestic servants shall mean and include servants of all descriptions, usually employed in or about the house, kitchen, stables and garden of an employer.

In Colombo, Ceylon, where compulsory registration has been in successful operation for some time, the cost in connection with it amounts to about only \$60 gold per month. The number of servants registered in Colombo, from January 1872 to the end of December 1901 was 33,760. The number of new registrations last year was 1,203. There is no difference made whether the employer of a domestic servant is an European or a native. The establishment, which is immediately under the control of the Superintendent of Police, consists of 1 registrar at \$385 gold per annum, 1 female clerk at \$8 gold per annum, 2 male clerks at \$60 each, 1 male clerk at \$55 and 1 office orderly at \$80 per annum.

Here is an object lesson for the Hongkong Government!

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W. J. TUTCHER,  
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Hongkong, 3rd September, 1902. [2360]

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BOX 136,  
Care of Daily Press Office,  
Hongkong, 3rd September, 1902. [2370]

## NOTICE.

**THE** Undersigned begs to notify that the Title Deeds of the Houses known as No. 5, Gough Street, and No. 2, Kau-ni Fong, and situated on Inland Lot No. 8, Section 25, Victoria, Hongkong, were carried away by robbers in Kau-ni Fong, of San-tung district, in the province of Kwangtung, on the 31st August, 1902. The said Title Deeds shall be held null and void, and application for a duplicate of the same has been made.

CHAM NG SHI,  
Hongkong, 3rd September, 1902. [2374]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on **SATURDAY,** the 6th SEPTEMBER, 1902, at NOON, at No. 15, A QUANTITY OF PROVISIONS.

On view from Thursday, the 4th September. Terms:—Cash on delivery.

GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 3rd September, 1902. [2372]

## PUBLIC AUCTION.

**THE** Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on **SATURDAY,** the 6th SEPTEMBER, at 2.30 P.M., at their SALES ROOMS, 20, Des Voeux Road, ONE HUNDRED PAIRS ENGLISH AND AMERICAN BROWN AND BLACK BOOTS AND SHOES AND SUNDRIES.

Terms:—As usual.

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 3rd September, 1902. [2371]

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Hongkong, 2nd September, 1902. [2367]

## OCEAN STEAMSHIP COMPANY.

**CONSIGNEES** per Company's Steamer

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd September, 1902. [11]

## NOTICES OF FIRMS

**BROWN, JONES & CO.,**  
Undertakers and Monumental Masons, &c.

**DURING** my absence from the Colony and until further notice, Mr. H. W. S. EDMUNDS will manage the business of BROWN, JONES & CO., and sign the firm name.

WM. E. VAN EPS,  
Proprietor.  
Hongkong, 1st September, 1902. [2350]

## NOTICE.

**HONGKONG PLANTATION COMPANY,**  
and  
**BROWN, JONES & CO.**

**WHILE** managing the business of BROWN, JONES & CO., as above, I am, at same time, continuing to act as General Manager of the Hongkong PLANTATION COMPANY.

H. W. S. EDMUNDS,  
Hongkong, 1st September, 1902. [2368]

## NOTICE.

**WE** have this day authorised Mr. L. M. H. BOISSEREE to SIGN our Firm at Hongkong and Canton PER PROCURATION.

LUTGENS, EINSTMAN & CO.,  
Hongkong, 1st September, 1902. [2330]

## THE VICTORIA DISPENSARY.

**NOTICE** IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHERN KENT has been appointed our REPRESENTATIVE FOR THE HARBOUR and SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

**THE VICTORIA DISPENSARY,**  
J. R. CAPELL,  
Manager.  
Hongkong, 5th August, 1902. [2115]

## AUCTIONS

## PUBLIC AUCTION.

**THE** Undersigned have received instructions from the Base Medical Stores Depot G. F., to Sell by Public Auction,

**TODAY (WEDNESDAY),** the 3rd SEPTEMBER, at 2.30 P.M., at their SALES ROOMS, 20, Des Voeux Road, A QUANTITY OF MEDICAL AND SURGICAL STORES.

TERMS:—As usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 1st September, 1902. [2320]

## PUBLIC AUCTION.

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HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 1st September, 1902. [2328]

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**THE** Band of the 33rd Burma Infantry will play a selection of music during dinner on the 3rd inst., at the above Hotel. Tables booked in advance.

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Proprietor.  
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Hongkong, 19th March, 1902. [1658]

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P. THOMÉ,  
Commissaire-Général de l'Exposition de Hanoi.  
Hongkong, 1st July, 1902. [1800]

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will be raised from 80 cents to 85 cents per lb., on account of the Australian price having been increased and also on account of the unfavourable rate of exchange.

**THE MUTUAL STORES**  
Hongkong, 30th August, 1902. [2319]

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FRANK W. WHITE,  
Hon. Secretary.  
Hongkong, 1st September, 1902. [2331]

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Hongkong, 1st September, 1902. [2333]

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Hongkong, 14th August, 1902. [2190]

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Hongkong, 3rd July, 1902. [1839]

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Hongkong, 2nd June, 1902. [1555]

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Hongkong, 2nd September, 1902. [2362]

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Hongkong, 3rd January, 1902.

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Hongkong, 1st April, 1902. [977]

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Hongkong, 27th August, 1902. [2261]

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Hongkong, 13th June, 1902. [71]

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Hongkong, 24th March, 1902. [89]

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Hongkong, 28th August, 1902. [2288]

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Hongkong, 2nd May, 1902. [1277]

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Hongkong, 13th March, 1902. [890]

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Hongkong, 14th August, 1902. [2189]

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**MRS. GILLANDERS,**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 4th April, 1902. [1025]

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Hongkong, 4th March, 1902. [638]

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undersigned.

## A. S. ANTON,

Acting Clerk of Course.  
Hongkong, 25th August, 1902. [2280]

## HONGKONG JOCKEY CLUB.

## PROGRAMME FOR THE 1902

## MEETING.

## FIRST DAY.

1. Wong Nai Chung Stakes, Five Furlongs,  
Hongkong Waters.
2. Valley Stakes, 1 Mile, China Griffins.
3. Maiden Stakes, 1 Mile, Water Griffins.
4. Victoria Stakes, 1 Mile, China Griffins.
5. Fuchow Cup, 2 mile post once round and  
in, Open Waters.
6. Derby, One and a half Miles, Water Griffins.
7. Li-tiao Cup, One Mile, China Griffins.
8. Chai Cup, One and a half Miles, China  
Ponies.
9. Encouragement Stakes, One Mile, Water  
Griffins.
10. Chinese Club Cup, Once round, China  
Griffins.

## SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, Water  
Griffins.
2. Exchange Plate, 4 Mile, China Ponies.
3. Professional Cup, One and a half Miles,  
Open Waters.
4. German Cup, One Mile and a quarter,  
China Griffins.
5. Garrison Cup, One Mile, Water Griffins.
6. Jockey Cup, One Mile, China Griffins.
7. Great Southern Stakes, 2 mile post once  
round and in, China Ponies.
8. Navy Cup, One and a quarter Mile,  
Hongkong Waters.
9. Hongkong Stakes, One Mile and a half,  
China Griffins.
10. Tai Yau Fong Cup, Once round, China  
Ponies.

## THIRD DAY.

1. Spring Stakes, 2 mile post once round  
and in, China Griffins.
2. Grand Stand Stakes, One Mile and a  
quarter, Water Griffins.
3. Challenge Cup, One Mile and three quarters,  
China Ponies.
4. Ladies' Purse, One Mile, Hongkong Waters.
5. Blake, Challenge Cup, One Mile, China  
Griffins.
6. The Fungus Cup, One Mile, China Griffins.
7. Phoenix Stakes, 1 Mile, Water Griffins.
8. Champions, One Mile and a quarter,  
China Ponies.
9. Water Champions, One Mile and a quarter,  
Open Waters.
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**"HONGKONG WATERS"** means all  
Waters imported into Hongkong in any year  
as "Subscriptions" or "Derby" Griffins.

**WATER GRIFINS** means all Waters  
imported into Hongkong in 1902 as "Subscrip-  
tion" Griffins.

**"OPEN WATERS"** means all Waters  
imported into Hongkong in any year as  
"Subscriptions" or "Derby" Griffins. Waters  
not exceeding 15 hands 1 inch, first raced in  
Shanghai as "Subscription" Griffins, and all  
Waters imported into Hongkong before August  
1st, 1902, not exceeding 15 hands 1 inch in  
height.

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Ponies imported into Hongkong in 1902 as  
"Subscription" Griffins.

**"CHINA PONIES"** means all China  
Ponies, not exceeding 14 hands 2 inches in  
height.

## By Order of the Stewards,

A. S. ANTON,  
Acting Clerk of the Course.  
Hongkong, 23rd August, 1902. [2270]

## PUBLIC COMPANIES

THE PENJOM MINING COMPANY,  
LIMITED.

**NOTICE IS HEREBY GIVEN** that at  
a Meeting of the Board of Directors of  
the above named Company held on the 18th day  
of August, 1902, it was resolved that the  
following Ordinary Shares of the said Company,  
the distinguishing Numbers of which are  
hereunder written, be and they were duly  
FORFEITED in Accordance with Article  
No. 28 of the Articles of Association of the  
said Company.

Notice of the liability to FORFEITURE of  
these SHARES, appeared in the Hongkong  
Local Newspapers from the 8th day of July to  
the 25th day of July, 1902.

**NUMBERS OF FORFEITED SHARES.**

2559/2563	4233/4234	12273/12287
12607/12700	19084/19253	21459/21467
22100/22121	25849/25948	33532/33591
36142/36156	38104/38163	38209/38272
40908/40932	55291/55340	55391/55490
57502/57526		

**W. KEELFOOT HUGHES,**  
Acting Secretary.  
Hongkong, 26th August, 1902. [2236]

CAMPBELL, MOORE & COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE SIXTEENTH ORDINARY**  
**ANNUAL MEETING OF SHARE-**  
**HOLDERS** in the above Company will be  
held in the COMPANY'S OFFICE, No. 23,  
Queen's Road Central, at 4 P.M. on **TUES-**  
**DAY, the 9th SEPTEMBER, 1902,** for the  
purpose of receiving the Report of the Direc-  
tors, with a Statement of Accounts to the  
31st December, 1901.

The **TRANSFER BOOKS** of the Company  
will be **CLOSED** from the 26th August to the  
9th September, both days inclusive.  
By Order of the Board of Directors,  
M. A. SOUZA,  
Secretary.

Hongkong, 22nd August, 1902. [2264]

THE HONGKONG COTTON SPINNING,  
WEAVING AND DYING COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE ORDINARY ANNUAL MEETING**  
**OF SHAREHOLDERS** of the above  
Company will be held in the OFFICES of the  
**GENERAL MANAGERS, on MONDAY,**  
**the 15th SEPTEMBER, at 11.30 A.M.,** for the  
purpose of receiving the Report of the Con-  
sulting Committee and Statement of Accounts to  
31st July, 1902.

The **TRANSFER BOOKS** of the Company  
will be **CLOSED** from the 9th to 15th  
proximo, both days inclusive.  
**JARDINE, MATHESON & CO.,**  
General Managers.  
Hongkong, 30th August, 1902. [2332]

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

**THE CERTIFICATE** No. 302, dated 22nd  
September, 1883, of the First Shares Nos.  
8986/8990 in this Company, standing in the  
name of **MR. TANG A LOK** of Hongkong,  
has been **LOST**, and if at the expiration of  
One Month from the date hereof the above  
document be not forthcoming another Certifi-  
cate will be issued by the Company and there-  
after no other will be acknowledged.  
Dated 25th August, 1902.

**GEO. L. TOMLIN,**  
Secretary.

## PORTLAND CEMENT

**J. B. WHITE & BROS.**

**SOLE AGENTS FOR HONGKONG—**  
**ALEX. ROSS & CO.**

Hongkong, 1st July, 1902. [16]

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Care of Office of this Paper.  
Hongkong, 23rd February, 1901. [2235]

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## THE SEVEN SECRETS,

BY  
**WILLIAM LE QUEUX**  
(Author of "Purple and Fine Lines," "Whoso  
Findeth a Wife," "The Court of Honour,"  
"If Sinners Entice Thee," &c., &c.).

## [COPYRIGHT.]

## CHAPTER XIII.

**MY LOVE.**  
As soon as Ambler Jerome had slipped out  
through my little study my love came forward  
slowly, as though with some unwillingness.

She was dressed, as at the inquest, in deep  
mourning, wearing a smartly-cut tailor-made  
dress trimmed with astrachan and a neat toque,  
her pale countenance covered with a thick  
spotted veil.

"Ralph," she exclaimed in a low voice,  
"forgive me for calling upon you at this hour.  
I know it is indiscreet, but I am very anxious  
to see you."

I returned her greeting, rather coldly I am  
afraid, and led her to the big armchair which  
had only a moment before been vacated by my  
friend.

When she seated herself and faced me I saw  
how changed she was, even though she did not  
lift her veil. Her dark eyes seemed haggard  
and sunken, her cheeks, usually pink with the  
glow of health, were white, almost ghastly, and  
her slim, well-groomed hand, resting upon the  
chair-arm, trembled perceptibly.

"You have not come to me for two whole  
days, Ralph," she commenced in a tone of  
complaint. "Surely you do not intend to  
desert me in these hours of distress?"

"I must apologise," I responded quickly,  
remembering Jerome's advice. "But the fact  
is I myself have been very upset over the sad  
affair, and, in addition, I've had several serious  
cases during the past few days. Sir Bernard  
has been unwell, and I've been compelled to  
look after his practice."

"Sir Bernard?" she ejaculated, in a tone  
which instantly struck me as strange. It was  
as though she held him in abhorrence. "Do  
you know, Ralph, I hate to think of you in  
association with that man."

"Why?" I asked, much surprised, while at  
that same moment the thought flashed through  
my mind how often Sir Bernard had given me  
very warnings regarding her.

"I have no intention to give my reasons," she  
replied, her brows slightly knit. "I merely  
give it as my opinion that you should no longer  
remain in association with him."

"But surely you are alone in that opinion?"  
I said. "He bears the highest character, and  
is certainly one of the best physicians in Lon-  
don. His practice is perhaps the most valuable  
of any medical man at the present moment."

"I don't deny that," she said, her gloved  
fingers twitching nervously. "A man may be  
a king, and at the same time a knave."

I smiled. It was apparent that her intention  
was to separate me from the man to whom I  
owed nearly all, if not quite all my success.  
And why? Because he knew of her past, and  
she feared that he might, in a moment of  
confidence, betray all to me.

"I argue, Ralph, are always irritating," I re-  
marked. "Cannot you give me some reason  
for your desire that my friendship with him  
should end?"

"No. If I did you would accuse me of  
selfish motives," she said, fixing her dark eyes  
upon me.

"Could a woman with such a Madonna-like  
countenance be actually guilty of murder?" I  
seemed incredulous. And yet her manner was  
that of a woman haunted by the terrible secret  
of her husband's death.

"By indignations means, to conceal the truth  
regarding the past. She feared that my inti-  
mate friendship with the great physician might  
result in her unmasking."

"I can't see that selfish motives enter into this  
affair at all," I remarked. "Whatever you tell  
me, Elphinstone, is known for my own benefit.  
Therefore you should at least be explicit."

"I can't be more explicit."  
"Why not?"  
"Because I have no right to utter a libel  
without being absolutely certain of the facts."

"I don't quite follow you," I said, rather  
puzzled.

"I mean that at present the information I  
have is vague," she replied. "But if it is the  
truth, as I expect to establish it, then you must  
dissociate yourself from him, Ralph."

"You have only suspicions?"  
"Only suspicions."

"Of what?"  
"Of a fact which will some day astound you."

"Our eyes met again, and I saw in her a look  
of intense earnestness that caused me to wonder.  
To what could she possibly be referring?"

"You certainly arouse my curiosity," I said,  
affecting to laugh. "Do you really think Sir  
Bernard such a very dreadful person, then?"

"Ah! You do not take my words seriously,"  
she remarked. "I am warning you, Ralph, for  
your own benefit. It is a pity you do not heed  
me."

"I do heed you," I declared. "Only your  
statement is so strange that it appears almost  
incredible."

"Incredible it may seem, but one day ere long  
you will be convinced that what I say is to-night  
the truth."

"What do you say?"  
"I say that Sir Bernard Eytton, the man in  
whom you place every confidence, and whose  
example as a great man in his profession you  
are so studiously following, is not your friend."

"No, neither is he mine."  
"This admission was at least the truth. I had  
known it long ago. But what had been the  
cause of difference between them was hidden in  
deepest mystery. Sir Bernard, as old Mr.  
Courtenay's most intimate friend, knew in all  
probability of his engagement to her and of its  
rupture in favour of her sister Mary. It might  
even be that Sir Bernard had had a hand in the  
breaking of the engagement. If so, that would  
well account for her violent hostility towards  
him."

Such thoughts, with others, flashed through  
my mind as I sat there facing her. She was  
leaning back, her hands fallen idly upon her lap,  
peering straight at me through that spotted  
veil which, half-concealing her wondrous  
beauty, imparted to her an additional air of  
mystery.

"No, you are quarrelling with Sir Bernard, I  
presume?" I hazarded.

"Quarrelling!" she echoed. "We were never  
friends."

Truly she possessed all a clever woman's  
presence of mind in the omission of a leading  
question.

"He was an acquaintance of yours?"

"An acquaintance—yes. But I have always  
distrusted him."

"May I know, then, I believe," I remarked.

"He was poor Courtenay's most intimate friend  
for many years."

"She judges him from that standpoint alone.  
Any of her husband's friends were hers, and she  
was fully cognizant of Sir Bernard's unceasing  
attention to the sufferer."

"If it is as so it is rather a pity that he was  
recently so neglected," I said.

"I know, Ralph—I know the reason of it all,"  
she said, not looking up at me, because  
it is not just that I should expose my sister's  
secret. But I know the truth which, when  
revealed, will make it clear to the world that  
her apparent neglect was not culpable. She  
had a motive."

"A motive in going to town on an evening  
and enjoying herself?" I exclaimed. "Of  
course, the motive was to obtain relaxation.  
When a man is more than twice the age of his  
wife, the latter is apt to chafe beneath the  
golden fetter. It's the same everywhere—in  
Mayfair as in Mile End, in Suburbia as in a  
rural village. Difference of age is difference  
of temperament; and difference of tempera-  
ment opens a breach which only a lover can fill."

She was silent—her eyes cast down. She  
saw that the attempt to vindicate her sister had,  
as before, utterly and ignominiously failed.

"Yes, Ralph, you are right," she admitted at  
last. "Judged from a philosophical standpoint  
a wife ought not to be more than ten years  
her husband's junior. Love which arises out  
of mere weakness is as easily fixed upon one  
object as another; and consequently is at all  
times transferable. It is so pleasant to us  
women to be admired and so nothing to be  
loved that the grand trial of constancy to a  
young woman married to an elderly man is not  
to add one more conquest to her triumphs, but  
to earn the respect and esteem of the man who  
is her husband. And it is difficult. Of that I  
am convinced."

There was for the first time a true ring of  
earnestness in her voice, and I saw by her  
manner that her heart was overburdened by the  
sorrow that had fallen upon her errant sister.  
Her character was a complex one which I had  
failed always to analyse, and it seemed just then  
as though her endeavour was to free her sister  
of all the responsibilities of her married life. She  
had made the effort once before, prior to  
the tragedy, but its motive was hidden in  
obscurity.

"Women are often very foolish," she went on  
half-apologetically. "Having chosen their lover  
for his suitability they usually allow the natural  
propensity of their youthful minds to invest  
him with every ideal of excellence. That is a  
fatal error committed by the majority of women.  
We ought to be satisfied with him as he is, rather  
than imagine him what never can be."

"Yes," I said, smiling at her philosophy.  
"It would certainly save them a world of dis-  
appointment in after life. It has always struck  
me that the extravagant involution of fancy  
does not belong as is commonly supposed, to the  
weak, giddy and abiding attachment which it is  
woman's highest virtue and noblest distinction to  
feel. I strongly suspect it is vanity, and not  
affection which leads a woman to believe  
her lover perfect; because it enhances her  
triumph to be the choice of such a man."

"Ah! I'm glad that we agree, Ralph," she  
said with a sigh, and an air of deep seriousness.  
"The part of the un-blessed woman is to be  
satisfied with her lover such as he is, old or  
young, and to consider him, with all his faults,  
as sufficiently perfect for her. No after  
development of character can then shake her  
faith, no ridicule or exposure can weaken her  
tenderness for a single moment; while on the  
other hand, she who has blindly believed her  
lover to be without a fault, must ever be in  
danger of awaking to the conviction that her  
love exists in a false place."

"I feel that I have lost you," I added, in an  
endeavour to obtain from her the reason of this  
curious discourse.

"My own ease," she echoed. "No, Ralph,  
I have never believed you to be a perfect  
ideal. I have loved you because I knew that  
you loved me. Our tastes are in common,  
our admiration for each other is mutual, and  
our affection strong and ever-increasing—until  
—until—"

And faltering, she stopped abruptly, without  
concluding her sentence.

"Lipit waltz!" I asked.  
"Tears sprang to her eyes. One drop rolled  
down her white cheek until it reached her veil,  
and stood there sparkling beneath the light."

"You know well," she said hoarsely. "Until  
the tragedy. From that moment, Ralph, you  
changed. You are not the same to me as for-  
merly. I feel—I feel," she confessed, covering  
her face with her hands and sobbing bitterly,  
"I feel that I have lost you."

"Lost me! I don't understand," I said,  
feigning not to comprehend her.

"I feel as though you no longer held me in  
esteem," she faltered through her tears. "Some-  
thing tells me, Ralph, that—that your love for  
me has vanished, never to return!"

With a sudden movement she raised her veil,  
and I saw how white and anxious was her fair  
countenance. I could not bring myself to be-  
lieve that such a perfect face could conceal  
any darkened by the crime of murder. But,  
alas, all we men are weak where a pretty woman  
is concerned. After all, it is feminine wiles  
and feminine graces that rule the world. Man  
is but a poor mortal at best, easily misled by  
sympathy for a woman's tears, and as easily misled  
by the touch of a soft hand or a passionate  
caress upon the lips. Diplomacy is inborn in  
women, and although every woman is not an  
adventuress, yet one and all are clever actresses  
when the game of love is being played.

The thought of that latter I had read and de-  
stroyed again returned to me. Yes, she had  
concocted her secret—the secret of her attempt  
to marry Courtenay for his money. And yet  
it, as seemed so apparent, she had nursed her  
hatred, was it not, but natural that she should  
assume a hostile attitude towards her sister  
the woman who had seduced her to the old  
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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ANTHONY	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	To-day.
LONDON	PAHAMATTA	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 13th inst. at Noon.
LONDON	DAEDANUS	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 16th inst.
LONDON	DIOMED	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	JASON	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 14th October.
LONDON	PERSEUS	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES & LONDON	RANCA	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 5th inst. at Noon.
MARSEILLES, LONDON, & ANTWERP, S. PORT, & C.	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 6th inst. at Daylight.
MARSEILLES, LONDON, & ANTWERP, S. PORT, & C.	TONKIN	Brit. str.	2 m.	E. P. Martin, R.N.R.	MESSAGERIES MARITIMES	On 8th inst. at 1 p.m.
MARSEILLES, LONDON, & ANTWERP, S. PORT, & C.	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
GENOA, LONDON, & ANTWERP	H. NAL ER	Brit. str.	2 m.	McIntosh	GIBB, LIVINGSTON & CO.	On or about 12th inst.
GENOA, LONDON, & ANTWERP	KONIG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	On 12th inst. at Noon.
GENOA, LONDON, & ANTWERP	REIBURG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 24th inst.
GENOA, LONDON, & ANTWERP	BAMBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINIE	On 24th inst.
GENOA, LONDON, & ANTWERP	REIBURG	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINIE	On 24th inst.
GENOA, LONDON, & ANTWERP	SILVIA	Ger. str.	2 m.	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
GENOA, LONDON, & ANTWERP	SAXONIA	Ger. str.	2 m.	Jaeger	HAMBURG-AMERIKA LINIE	On 6th November.
GENOA, LONDON, & ANTWERP	NIPPON	Brit. str.	2 m.	Klausberger	SANDER, WIELER & CO.	On 17th inst. at Noon.
GENOA, LONDON, & ANTWERP	HEATHBURN	Brit. str.	2 m.	Selby	DODWELL & CO. LIMITED	On or about 11th inst.
GENOA, LONDON, & ANTWERP	GLENBOY	Brit. str.	2 m.	Selby	McGREGOR BROS. & GOW	On 13th inst.
GENOA, LONDON, & ANTWERP	ALTON	Brit. str.	2 m.	Selby	McGREGOR BROS. & GOW	On 20th inst.
GENOA, LONDON, & ANTWERP	INDRANI	Brit. str.	2 m.	Selby	McGREGOR BROS. & GOW	On 20th inst.
GENOA, LONDON, & ANTWERP	TAKATA	Brit. str.	2 m.	Selby	McGREGOR BROS. & GOW	On 10th inst.
GENOA, LONDON, & ANTWERP	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst. at Noon.
GENOA, LONDON, & ANTWERP	HYADES	Brit. str.	2 m.	G. Wright	DODWELL & CO. LIMITED	On 12th inst.
GENOA, LONDON, & ANTWERP	IYO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 8th inst. at 4 p.m.
GENOA, LONDON, & ANTWERP	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 22nd inst. at 4 p.m.
GENOA, LONDON, & ANTWERP	HYSON	Brit. str.	2 m.	F. L. Pyne	BUTTERFIELD & SWIRE	About 2nd October.
GENOA, LONDON, & ANTWERP	INDRABAMHA	Brit. str.	2 m.	Dubdle	PORTLAND & ASIATIC S.S. CO.	On 13th inst.
GENOA, LONDON, & ANTWERP	GUTHRIE	Brit. str.	2 m.	Dubdle	GIBB, LIVINGSTON & CO.	On 13th inst. at Noon.
GENOA, LONDON, & ANTWERP	CHANGSHA	Brit. str.	2 m.	T. Muri	BUTTERFIELD & SWIRE	On 13th inst. at Noon.
GENOA, LONDON, & ANTWERP	GLORIOUS	Brit. str.	2 m.	T. Muri	NIPPON YUSEN KAISHA	On 12th inst. at Daylight.
GENOA, LONDON, & ANTWERP	HIROSHIMA MARU	Brit. str.	2 m.	W. Bainbridge	NIPPON YUSEN KAISHA	On 25th inst. at Noon.
GENOA, LONDON, & ANTWERP	CHIKUO	Brit. str.	2 m.	F. W. Horton	NIPPON YUSEN KAISHA	On 26th inst. at Daylight.
GENOA, LONDON, & ANTWERP	INABA MARU	Jap. str.	2 m.	J. Campbell	HAMBURG-AMERIKA LINIE	On 5th inst. at 5 p.m.
GENOA, LONDON, & ANTWERP	IZUMI MARU	Jap. str.	2 m.	Prall	MELCHERS & CO.	Quick despatch.
GENOA, LONDON, & ANTWERP	HITACHI MARU	Jap. str.	2 m.	Prall	BUTTERFIELD & SWIRE	On 8th inst.
GENOA, LONDON, & ANTWERP	SAVOIA	Ger. str.	2 m.	Osselmann	MELCHERS & CO.	On 5th inst.
GENOA, LONDON, & ANTWERP	MANCHURIA	Rus. str.	2 m.	Remis	MELCHERS & CO.	Quick despatch.
GENOA, LONDON, & ANTWERP	KWIBYANG	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On or about 6th inst.
GENOA, LONDON, & ANTWERP	PRINCE R. LUPTOLD	Ger. str.	2 m.	T. Kitano	OSAKA SHOSHEN KAISHA	On 7th inst.
GENOA, LONDON, & ANTWERP	VALETTA	Brit. str.	2 m.	T. Kitano	OSAKA SHOSHEN KAISHA	On 7th inst.
GENOA, LONDON, & ANTWERP	DAI MARU	Jap. str.	2 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 10th inst.
GENOA, LONDON, & ANTWERP	MAIZURU MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 10th inst.
GENOA, LONDON, & ANTWERP	ANING MARU	Jap. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	On 11th inst. at 4 p.m.
GENOA, LONDON, & ANTWERP	YUNSHAN	Brit. str.	2 m.	R. Rodger	SHEWAN, TOMES & CO.	On 13th inst. at 3 p.m.
GENOA, LONDON, & ANTWERP	DIAMANTE	Brit. str.	2 m.	Tata	MITSUI BUSSAN KAISHA	On 11th inst. at Noon.
GENOA, LONDON, & ANTWERP	ROSETTA MARU	Jap. str.	2 m.	G. Phillips	P. & O. S. N. Co.	To-day, at 10 a.m.
GENOA, LONDON, & ANTWERP	BISAGNO	Ital. str.	2 m.	K. Kpr	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
GENOA, LONDON, & ANTWERP	MAGAZON	Brit. str.	2 m.	K. Kpr	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
GENOA, LONDON, & ANTWERP	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kpr	NIPPON YUSEN KAISHA	On 15th inst. at Noon.

## SHIPPING.

**ARRIVALS.**  
Sept. 1, MISSANO, British str. 1536, Wheeler.  
Java 24th August, sugar, JARDINE.  
MATSENO, British str. 1536, Wheeler.  
Sept. 2, ALEXANDRIA, British str. 1536, Wheeler.  
Charles Windham, C.V.O. Port Edward  
24th August.

Sept. 2, PITCHAMUN, German steamer, 1372.  
Ziegenbarr, Bangkok 24th August, Rice  
and Shantwood. BUTTERFIELD & SWIRE.  
Sept. 2, TEAKWOOD, German str. 1500, M.  
Engelhart, Saigon 24th August, Rice.  
MELCHERS & CO.

## CLEARANCES.

At the Harbour Master's Office.  
2nd September.  
Arrival of Avar, British str. for Singapore.  
Chert-house, British str. for Meji.  
Chunging, British str. for Swatow.  
Else, German str. for Hainan.  
Hainan, British str. for Amoy.  
Hongkong, British str. for Amoy.  
Kowloon, British str. for Canton.  
Kowloon, British str. for Canton.  
Lia, Swedish str. for Saigon.  
Longping, British str. for Manila.  
Lygon, German str. for Shanghai.  
Maiden, Japanese str. for Swatow.  
Panta, Norwegian str. for Hainan.  
Tientsin, British str. for Canton.

## DEPARTURES.

2nd September.  
SCHWABE, German steamer, for Home.  
2nd September.  
ARABIAN, British str. for Calcutta.  
CHUNGING, British str. for Tientsin.  
DAGMAR, German str. for Hainan.  
DAISIN MARU, Japanese str. for Tientsin.  
DRAKON, Norwegian str. for Saigon.  
EASTERN, British str. for Shanghai.  
HAILONG, British str. for Amoy.  
HONGKONG, British str. for Amoy.  
KOWLOON, British str. for Canton.  
Lia, Swedish str. for Saigon.  
LONGPING, British str. for Manila.  
LYGON, German str. for Shanghai.  
PANTA, Norwegian str. for Hainan.  
BAABURI, German str. for Bangkok.  
TAIWAN, British str. for Canton.

## VESSELS IN DOCK.

2nd September.  
ABERDEEN DOCKS—Bentley, Amoy.  
Kowloon DOCKS—Sole, Rabi, H.M.S.  
Wicer, Siam, Indraguna, Prima.  
COSMOPOLITAN DOCK—Changsha.

## VESSEL ON THE BERTH.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
"DIAMANTE."  
Captain R. Rodger, will be despatched as above  
on MONDAY, the 8th September, at 4 p.m.  
The attention of Passengers is directed to  
the excellent accommodation provided by this  
steamer. She is fitted throughout with the  
Electric Light.  
A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 30th August, 1902. [2326]

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE  
TO  
VICTORIA, TACOMA AND SEATTLE.  
Calling  
NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship  
"HYSON"  
will be despatched from Hongkong on or about  
2nd October, taking cargo for Japan, Victoria,  
Tacoma and Seattle and for all Pacific coast  
ports.  
For Freight apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd September, 1902. [2351]

## VESSELS ON THE BERTH.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIOBA, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

## THE Steamship.

"GUTHRIE."  
Captain Dabille, will be despatched as above  
TO-MORROW, the 4th September, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Pro-  
visions, Ice, &c. throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.  
A Stevedore and a duly qualified Surgeon  
are carried.  
N.D.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the Steamers of the China Navigation  
Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 19th August 1902. [2229]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE  
& YOKOHAMA.

## THE Company's Steamship.

"OCEANIC."  
Captain Remis, will be despatched for the above  
ports on or about SATURDAY, the 6th inst.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 2nd September, 1902. [2]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR PORT ARTHUR AND  
VLADIVOSTOK.

## THE Russian Steamer.

"MANCHURIA."  
Captain Prall, will be ready to load here on  
SATURDAY, the 6th September, for the  
above ports, and will have quick despatch.  
For Freight or Passage, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 29th August, 1902. [2313]

NAVIGAZIONE GENERALE ITALIANA.  
(Florio and Rubattino United Companies.)

STEAM FOR BOBAY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers  
to ADEN, SUK, PORT SAID, MESSINA,  
NAPLES, LIGORNO and GENOA, also VENICE  
and TRIESTE, all MEDITERRANEAN, ADRI-  
ATIC, LEVANTINE and SOUTH AMERICAN  
PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN  
GULF, BAGDAD, also BARCELONA,  
VALENTIA, ALGIERE, ALMERIA and  
MALAGA.)

## THE Steamship.

"BISAGNO."  
will be despatched as above on THURSDAY, the  
11th September, at Noon.  
At Bombay, the steamer is discharging in  
Victoria Dock.  
For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 29th August, 1902. [7]

## "BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

## THE Steamship.

"BENALDER."  
Captain McIntosh, will be despatched as above  
on or about the 12th inst.  
For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 2nd September, 1902. [318]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUK, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIG ALBERT	THURSDAY	4th September
PRINCESS IRENE	THURSDAY	18th September
PRINZ REGENT LUITPOLD	WEDNESDAY	1st October
PREUSSEN	WEDNESDAY	15th October
* HAMBURG	WEDNESDAY	29th October
SACHSEN	WEDNESDAY	12th November
GERA	WEDNESDAY	26th November
* KAUTSCHOU	WEDNESDAY	10th December
BAYERN	WEDNESDAY	24th December
KONIG ALBERT	WEDNESDAY	7th Jan. 1903
PRINCESS IRENE	WEDNESDAY	21st Jan. 1903
DARMSTADT	WEDNESDAY	4th Feb. 1903
PREUSSEN	WEDNESDAY	18th Feb. 1903
* HAMBURG	WEDNESDAY	4th Mar. 1903

\* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 4th day of September, 1902, at NOON, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 2nd September. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 3rd September, and Parcel will be received at the Agency's Office until NOON on WEDNESDAY, the 3rd September. Contents of Packages required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.  
Hongkong, 21st August, 1902. [5]

## NORTHERN PACIFIC STEAMSHIP CO.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

VIA  
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR  
VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Dates.

\* HYADES G. Wright 3753 September 12th

\* NORTON G. E. Warner 3753 September 20th

\* PLEIADES W. H. Smith 3753 October 4th

VICTORIA J. Panton 3502 October 18th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to  
DODWELL & COMPANY, LIMITED,  
GENERAL AGENTS.  
Hongkong, 2nd September, 1902. [7]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIGSBERG	HAVRE and HAMBURG	On 12th Sept. Freight and Passengers.
BAMBERG	HAVRE and HAMBURG	On 24th Sept. Freight.
REIBURG	HAVRE and HAMBURG	On 8th Oct. Freight.
SILVIA	HAVRE and HAMBURG	On 22nd Oct. Freight.
SAXONIA	HAVRE and HAMBURG	On 6th Nov. Freight.

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE.  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SANUKI MARU MARSILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID. SATURDAY, 6th Sept. at Daylight.

IYO MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 8th Sept. at 4 p.m.

HIROSHIMA MARU MOJI, KOBE and YOKOHAMA. TUESDAY, 9th Sept. at Noon.

INABA MARU KOBE and YOKOHAMA. FRIDAY, 12th Sept. at Noon.

KAGOSHIMA MARU SINGAPORE, COLOMBO, and BOMBAY. FRIDAY, 12th Sept. at Noon.

HAKATA MARU MARSILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID. SATURDAY, 20th Sept. at Daylight.

KINSHU MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA. MONDAY, 22nd Sept. at 4 p.m.

IZUMI MARU KOBE. THURSDAY, 25th Sept. at Noon.

HITACHI MARU KOBE and YOKOHAMA. FRIDAY, 26th Sept. at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SINGAPORE and BOMBAY. \* MAZAGON. 10 A.M. 3rd September. Freight only.

MARSILLES and BANGA. G. Phillips. 1st September. Freight only.

YOKOHAMA and LONDON. E. P. Martin, R.N.R. 1st September. Freight only.

SHANGHAI. GLENSHIRE. About 6th September. Freight only.

MOJI and KOBE. (Passing through the Inland Sea) September. Freight only.

LONDON, &c. \* PAHAMATTA. Noon, 13th September. See Special Advertisement.

SHANGHAI. VALETTA. About 13th September. Freight or Passage.







